

AGENDA # 1

City of Madison, Wisconsin

REPORT OF: URBAN DESIGN COMMISSION

PRESENTED: April 5, 2017

TITLE: 200 South Pinckney Street (Block 88 & Block 105) – Judge Doyle. 4th Ald. Dist. (45612)

REFERRED:

REREFERRED:

REPORTED BACK:

AUTHOR: Alan J. Martin, Secretary

ADOPTED:

POF:

DATED: April 5, 2017

ID NUMBER:

Members present were: Richard Wagner, Chair; Dawn O’Kroley, Cliff Goodhart, Lois Braun-Oddo*, John Harrington, Rafeeq Asad and Sheri Carter.

*Braun-Oddo recused herself on this item.

SUMMARY:

At its meeting of April 5, 2017, the Urban Design Commission **GRANTED INITIAL APPROVAL** of the Judge Doyle development located at 200 South Pinckney Street (Block 88 and Block 105). Appearing on behalf of the project were J. Paul Beitler, John Paul Beitler III and Ted Wolff, all representing Beitler Real Estate Services; and Jonathan Cooper, representing Capitol Neighborhoods, Inc. Registered in support and available to answer questions were Meghan Dyer, James Destefano, Mary Ann Van Hook and Duane Sohl, all representing Lothan Van Hook Destefano Architecture, LLC; and Sabrina Tolley, representing the City of Madison Parking Utility. Registered in opposition but not wishing to speak was Stephen Smith.

Natalie Erdman provided a brief introduction and overview of the project regarding the public/private portions of the project.

JP Beitler, Jim Stephano, Meghan Dyer, and Ted Wolf presented the on behalf of the applicant and summarized the changes that have occurred since the Informational Presentation, including:

Block 88

- Relocation of the bike center to the parking ramp to create more flexible retail spaces along the street;
- Use of vision glass along Wilson Street at grade for retail, and spandrel and silk screen glass on the second and third floors where all spandrel was utilized before to hide cars.

Block 105

- Relationship between second and third buildings remains the same, but explored the option to square-off the building by eliminating its curvilinear shape;
- Stone element has been pulled down to first floor, formerly stone two-story elements are now glass;
- Relocated the entrance of the valet parking from Doty Street (bus drop-off now), to the other side of the building (Wilson Street).

Pinckney Street

- Bowing of the buildings creates more room for piazza/plaza space;
- Feature in the center is public art, element needs to function year-round, the piece has become much simpler, but still accomplishes the same design intent; water feature within median.

Kevin Firchow of the Planning Division presented the staff report.

Comments and questions from the Commission were as follows:

- Is there any chance that we can hear from the landscape designer? Can you let us know what you are proposing for landscaping within the piazza center?
 - We had a few broad goals; always want to try to maximize the landscape, important to have an understory as well as canopy trees; streetscape to have continuity; mass that has an impact and that is memorable and attractive; street tree selection Chanticleer Pear seasonal aesthetics/interest formal shape, shiny leaf, spring/fall color; Boxwood small needle evergreens, ornamental grasses, deciduous flowering shrubs. Three components: streetscape, perimeter; artwork and water feature; and green roofs and amenity deck. Water feature will be shallow, black granite will be inlaid to give the illusion of depth with water flowing over to give the appearance of movement; won't be a planter in the winter.
- Not sure what plant goes where, Gingko, pear...I do have concern that we need massive canopy trees. Chanticleer Pear is not a very large tree and has problems with mold. Arborvitae and Boxwood; where are they going? Planters on the sidewalks are obstacles for pedestrians. Winter burn on the pear plants where soil and moisture is limited. Rooftop garden, what kind of system for green roof, soil depths, tray? One street tree species? Concern for shade tolerance?
 - No Gingkoes, just Chanticleer Pear throughout. Reinforce project identity. They would go on Wilson Street, linear parkway planters, similarly on Pinckney Street as well (7'-6" sidewalk); on Doty Street the sidewalk is wider, so they are in a grate. We'll have two kinds of green roofs, extensive (shallow) lightweight, gravelly sandy soil, planted with sedum and drought resistant plants; two flanking sides and upper most roof levels as well. For the apartment building amenity deck; sedums ground cover with shrubs and grasses, then it steps down to creating the ability for more soil depth for trees and sedum ground cover...relate to indoor amenity space and dog run as well. That is the kind of stuff that we will be having on the roof tops decks. Going back to your concern regarding the trees; spray evergreens and pears, cover with burlap to protect from salt, Chanticleer will get to 25-feet with irrigation. Confident that it will be good, and a maintenance issue that we will have to deal with. Yes.
- Safety of the median, you are describing this as a great public piece in a plaza, but it is located in traffic lanes, it is not a plaza. Has safety been discussed? Talking about pedestrians and vehicle conflicts.
 - There will be a barrier curb and it will be mountable and because it is a pool, there is nothing to drive into. Pedestrians are not meant to be there.
- Bike lane...the bikes will need to cross the intersection twice.
 - We originally had bike lanes, but staff's suggestion was to have a bike lane in the middle.
- (Erdman) Street section with regard to the bike lanes were distributed by the Traffic Engineering staff.
- On 1-08; how big is the crosswalk...how wide is that? Also, how wide is the section separating the ponds in the water feature? How wide are the two ends? Looking at the side on East Wilson, is that a garage entrance?
 - 12 feet; radius of 5-6 feet on each end. Lot 105 is two loading dock entries with one garage entrance. On Block 88 is the public garage entrance.

- It's a logical thing to cut through the alleyway, is that safe for pedestrians to use? Will it be restricted access? Did you weigh the question of whether the fence is solid or permeable?
 - We're not calling it an alleyway, almost like a muse, creating a fence due to drop-off with beer garden. Pedestrian friendly and there will be activities inside there. It will be a green wall, permeable.
- If this is rendered a green wall...did the design team look at creating a green wall that is shared with MMB? So, if MMB is setback 10-15 feet from the property line, you have now created the face of the public lawn? Termination of the public green space, considering a green wall in that location.
 - Currently designed as a limestone wall. That is not correct. Setback is about 5 feet, raised vents and then limestone wall starts up.
- Erdman clarified the ground level building face at the street. MMB has greenspace and is setback. But the proposed building is forward and serves as the termination of that greenspace. How that is being treated has not been rectified.
- Thinking about the pedestrian and their experience, can you show us what is seen?
 - Walking down Doty...greenspace, three lanes of parking entrance, bike windows...on the next block base of the hotel and lobby, two more windows in the hotel lobby, then make the transition into the residential component. There are openings and activity. Do the same for Wilson Street too...greenspace, loading dock, window into retail, glass portion of lobby/retail, one loading dock and center entry into parking and loading dock, glass with retail. Better sense of how much of the street face is active.
 - Pedestrian experience...yes.

Firchow reviewed the staff report/comments.

- Before we get to the canopies...at one point there was a direct connection from MMB?
 - N. Erdman: No, there was never a direct connection.
 - Canopy elements are place holders at this point to show, not a huge canopy, but a desire to define the entrance. Purposefully set buildings back to create wide protected area from rain and snow, pedestrian level result is a wider sidewalk, so the pedestrian will be in a different environment, sidewalk line work will be consistent with City standard.
 - Wanted to put a placeholder to indicate we want something architecturally compatible, distinctive and not overcrowded. It will be supported by the structure of the building with nothing underneath it, and within that canopy will be a system of lighting.
 - In address of the staff comments regarding glass, there are four types of glass on the building. First is vision glass, 1-inch insulated glass in a grayish tone with outside reflectivity of 34%. The inboard light is clear, the outboard light is low-e glass that has the energy saving component. When we shift to spandrel glass we're still using the 1-inch insulated glass and the outboard light will be the same light as the vision glass on the building above. The inboard light will be the opaque surface, so the issue is to try to get the color of the opaque surface to kind of minimize the difference between the translucent glass and essentially opaque glass. The 1-inch insulated glass gives us almost like a shadow box effect so it's not just a flat surface on the surface of the glass. The third one is the parking structure; it will be the same 1-inch insulated glass with the outboard light being the clear surface and the inboard light being like the other glass, kind of frosted glass. The lower ground floor glass is 1-inch insulated clear vision glass with clear lights. It's all done in terms of the sustainability of the building and addressing the energy code while achieving a monolithic look about the building. We're providing a 3-inch black granite base so the glass doesn't go into the concrete, it sits on top of the granite base.
- Glass looking at one of the Pinckney elevations, 261-feet of glass on a granite base, very monolithic for the pedestrian, and the same on the opposite site of Pinckney Street.

- That is correct and that is what we feel is appropriate for the project. There will be activity. This is not a blank wall type of thing. On the other side, there will be some items that will break it down, the bike facility and next to that is the entrance way to the apartment building, then into the retail area...there will be a lot of excitement there. Bicycles are an important part of this town and are planned for on either side of the planter trees.
- My concerns are getting more into the details, seeing a building that is two materials; limestone and glass. I want to understand the effects of the spandrel glass on the towers, elevators and stairs. There is an opportunity to do something with those elements in terms of how it's terminated at the top. Would like to see that explained, developed...the same thing when I look at Sheet 3-21...the hotel does not express its stairs like the residential piece does. That would be an opportunity to express detail without compromising purity of forms. Getting into fine grain details would help distinguish different functions. All kind of one expression. Would like to see development of details. On Sheet 2-22 the limestone terminates to glass, how does that happen? Looking at the very right-hand corner, there is some thickness there; how does the limestone transition to the glass, is there a material that helps the transition? It is about how some of these things get expressed, I would like to see a few representative details of how these things get resolved. See it at different times of the day, how much will be dark, alive.
 - That is not limestone, it's aluminum. Back to the elevator cores...parking below would be in a drive lane, that is why they ended up being pulled out.
- Have you looked at the effects of bird crashes?
 - We conducted an exhaustive study, and found that there are no bird strikes downtown; none are being reported. At the risk of sounding flippant, we were not able to find or define what the problem is in Madison. Maybe people aren't reporting correctly. What can we do to prevent bird strikes? All lighting goes down nothing goes up. Green roofs on top of the building, no pedestrians on the top of the buildings. Tried to be responsive.
- The buildings downtown will find warblers on the sidewalk. There are birds that get killed downtown. Who knows how many though. Something to watch for.
- Is the building taller than the Capitol view?
 - No.
- View down Pinckney toward the lake.
 - The best reasons for being on Pinckney. Bow in building will be good for views.
- I like a lot of this plan, but a little concerned about the pedestrian experience; would like sidewalks a little wider to do something with trees. Planter boxes are obstacles. Also look at the shadow studies, very shaded environment. Enhance the pedestrian experience where we can to make them a little bit more special because it will attract people due to building entrances.
- Agree due to shade. I like the sculpture. One type of tree, going to question that, need variety.
 - What we are trying to do is create a monolithic cube, with the trees trying to make it a signature environment in terms of setting perimeter, when you leave the environment, you leave it. Similar to the effect of the cherry blossoms in Washington, D.C. Pears very dynamic, not static.
- I would argue that one that goes bad, the whole system goes down. The pears do have issues.
 - There are professionals who can spot the problem ahead of time. Not that many of them, so we can do that.
 - In reference to the view on Pinckney Street. The view with the proposed buildings will be enhanced because the new buildings will help to frame the view.
- Request more details at the elevation closest to the Great Dane. Not comfortable with how the first floor, and elevation pulls away and the apartment entrance is off the alley not the street.
 - That is not an alley, it is a street.

Jonathon Cooper, spoke in favor of the project with the following improvements:

- Decrease the garage openings to two lanes at the sidewalk, widening to three lanes on the inside.
- Doty Street reversible entry/exit for the public garage has problems.
- Street trees: there are conflicts on various sheets.
- Block 105 floor plan, overhead doors not shown.
- Block 105 on Doty Street interface with historic buildings is an issue.

ACTION:

On a motion by Asad, seconded by Carter, the Urban Design Commission **GRANTED INITIAL APPROVAL**. The motion was passed on a vote of (4-1) with O’Kroley voting no. The motion provided address of comments discussed, and the following:

- The pedestrian experience.
- More details at the Great Dane and alley.
- Study of green wall facing the Madison Municipal Building greenspaces.
- Details on planters, width and dimensions; minimize as much as possible.
- Explore increasing the sidewalk width.
- More detailed planting plan.
- Parking staff should be prepared to address parking and aisle/opening widths at the next meeting.